

Survey held at

London

Date 26th 29th Dec^r

1843 10,321

Late Brig of War "Prisk" Master

236 Built at Chatham

When built Said to be in 1823

From built in Government Yard

Owners Crichton

Belonging to London

Destined Voyage South Sea Fishery

Keel Laid Afloat or in Dry Dock in Sweetings Dock

Feet.		Inches.		Feet.		Inches.		Feet.		Inches.	
Keel aloft		Extreme Breadth		Depth of Hold							
Scantlings of Timber.											
Keel and Space	<u>23</u>	Keel	<u>12</u>	Moulded	<u>9</u>	Keel to Bilge	<u>Not ascertained</u>	Foot Waling	<u>None</u>		
Side	<u>8</u>	Bilge Planks	<u>8</u>	Bilge to Wales	<u>8</u>	Wales	<u>3</u>	Hold Beam Clamps	<u>3 1/2</u>		
Foothooks	<u>7 1/2</u>	Wales	<u>7 1/2</u>	Topsides	<u>3 1/2</u>	Deck Beam Ditto	<u>3 1/2</u>	Ceiling 'twixt Decks	<u>2 1/2</u>		
Ditto	<u>7 1/2</u>	Plank Sheers	<u>7</u>	Water-Ways	<u>4 1/2</u>	Hold Beam Shelves	<u>6 1/2</u>	Deck Beam Ditto	<u>6 1/2</u>		
Timbers	<u>Not seen</u>	Upper Deck	<u>11</u>								
Deck Beams	<u>N^o. of 23</u>										
Hold Beams	<u>N^o. of 20</u>										
Kelson	<u>None</u>										
Transoms	<u>None</u>										
Thickness of Plank.											
						Outside.		Inside.			
Copper.											
Keel-Knee, and Dead Wood abaft	<u>None</u>										
Scarpns of Keel	<u>N^o.</u>										
Floor Timber Bolts	<u>None</u>										
Kelson ditto	<u>of large diam^t</u>										
Transoms and throats of Hooks	<u>None</u>										
Arms of Hooks	<u>None</u>										

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 1/2 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 5 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good she is filled in with oak from the Keel to the belges. The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is Good. The alternate Frames are None bolted together. N. B. If not, state how bolted. The Butts of the Timbers are None close together; their thickness not less than None of the entire moulding at that place. The Frame is None chocked with None Butt at each end of the chock. The Main Kelson is composed of English Oak and the False Kelson of None. The Scarpns of the Kelsons are not less than None feet None inches. The Deck and Hold Beams are composed of English Oak.

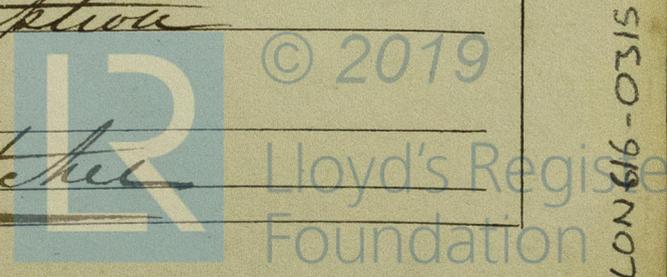
Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Not ascertained. From the first Foothook Heads to the Light Water Mark of None. From the Light Water Mark to the Wales of English Oak. The Wales and Black-strakes are of English Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of African & English Oak. The Decks of Antyrie for and in Sound State None. The Shifts of the Planking are not less than 5 Feet None Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought None between None.

Planking Inside.—The Limber-strakes are composed of None the Bilge Planks of African Oak. The Ceiling, Lower Hold, of English or African Between Decks of None. Shelf Pieces of English Oak Clamps of None.

Fastenings.—To Hold Beams None. Deck Beams Shelf & Chocks and Iron hanging Nuts at four & Main Mast. Number of Breasthooks Five Pointers Not seen Crutches Not seen. Butts End Bolts are of Copper in the Bottom, and None Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. General Quality of Workmanship is of the best description.

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name _____
Surveyor's Name Joseph H. Hatcher



CON 616-0315

Her Masts, Yards, &c. are in all to be new condition, and sufficient in size and length. 10321 Ton

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .
<i>all to be new</i>	Fore Sails,	<i>all</i>	Chain		Bower,
	Fore Top Sails,	<i>to</i>	Hempen Stream Cable		Stream, <i>All to be new</i>
	Fore Topmast Stay Sails,	<i>be</i>	Hawser		Kedge,
	Main Sails,	<i>New</i>	Towlines		
	Main Top Sails,		Warp		
and			All of _____ quality.		

Her Standing and Running Rigging all to be new sufficient in size and _____ in quality.

She has No Long Boat and No other all to be new

The present state of the Windlass is _____ Capstan _____ and Rudder to be new

General Remarks—Statement and Date of Repairs.

This Vessel has just been bought out of the Government Service and is about to be raised upon and otherwise fitted for the South Sea fishery. Her Scantlings, Materials, and Workmanship would (in my opinion) ~~be~~ entitled her to be considered as originally Classed 12 Years A 1

If Sheathed, Doubled, Felted, or Coppered Coppered When last done _____

I am of opinion this Vessel should be Classed _____

The Amount of the Fee.....£ : : is received by me,
Special£ : :

J. H. Ritchie

Committee's Minute 2nd January 1844

Character assigned 12 A 1 had she been from 1823 - regularly classed

J. H. Ritchie

